## FUTURE OF THE REPUBLIC

The Horoscope Cast by Senator John J. Ingalls in the Early Days of October.

The Republic Will Move to the Pole and the Equator, Absorbing the Canadian Dominion and the West Indias on Its March.

Blakely Hall, in New York Sun, Oct. 6.

I have had a talk with the most picturesque and striking figure in the nurly-burly of Washington political life. When Senator John J. Ingalls speaks in the Senate the chamber is crowded. His utterances are amazingly sharp, caustic, and severe at times. and it has been the generally expressed opinion that he prepared his speeches with great care. I fird, however, that the faculty of force and finish which is so marked a characteristic of his public talk is the natural manner of the man. The President of the Senate has been widly lampooned by the caricaturists. He is tall, spare, and agile looking. A big "splash" of white hair surmounts his forehead, his eyes are bright, and he speaks without affectation of any kind. He wore a morning jacket, and strolled up and down his library, smoking as he talked, and he talked to the point. The interview which appears below was written out and subjected to his revision. It is authorized and indorsed:

"Is there," I asked, "a strong desire throughout the United States for the peaceful acquisition of Canada and Mexicol Who spoke of an

ocean-bound Republic?" "Stephen A. Douglas, I believe," said Senator Ingalis, "first formulated the phrase, but the idea is as old as Jamestown and Plymouth. It was the cargo of the Mayflower. Obedient to its impulse the column of Anglo-Saxon migration has in two centuries marched across the continent and now pauses upon the coast of the Pacific meditating new conquests. It has expelled the Indian, the Frenchman, the Spaniard and the Chinese. It is the conquering race, and tolerates no element that it cannot absorb and assimilate. Having abolished the western frontier, it will move northward and southward to the pole and the equator. We have reached the limit of arable land in our public domain. In within the territory now open to settlement. Since the war with Mexico we have ceased to enlarge our boundaries, not because the instinct of acquisition was lost, but because we had enough. The pressure of surplus population will soon be felt, and the overflow will absorb Mexico and Canada inevitably, and perhaps Cuba and the other West Indian islands, which we need for the tobacco and sugar products in order to complete our industrial independence. We have paid duties enough on sugar in the past thirty years to have purchased Cuba from Spain thrice over. We also need additional accommodations in the torrid zone for the surplus African population of this country, which will require an outlet before the close of the century. The race problem in the South is not yet settled. If the whites and blacks cannot assimilate, they will eventually probably separate peacefully, by common consent, the negroes establishing States in the tropics and accomplishing their destiny in their original and native environment. We have now a continuous line of railway to Mexico: It will soon be continued to the valley of the Amazon. Vestibuled trains will run through without change from New York to Buenos Ayres. Along this highway the Anglo-Saxon race will move to the domination of the hemisphere."

in a discussion concerning the Canadian policy of President Cleveland, the Senator said: "The contemporaneous estimate of the President is higher, probably, than the grade to which he will be assigned in history. His defects are those of temperament and training. Although I condemn his treatment of Union soldiers and his concessions to England, I am not among those who impute to him lack of patriotism or love of injustice. But his horizon is narrow. The scope and range of his facul-ties are limited. No ruler, perhaps, ever came to the duties of exalted station with less natural aptitude or less acquainted with the methods and subjects of administration. He has great capacity for labor, unusual industry, patient attention to petty details, but no appre-hension of great subjects. He addresses himself to their consideration with the temerity of a novice, and his view is unilateral. He regards all topics as detached, and not in their relations to a system. His nature is phlegmatic, and he is not troubled with sensibilities or emotions. His colossal egotism has been distended even beyond its normal proportions by the incense and adulation of his emasculated idolaters. His self-complacency is excessive, and his practical usurpation of all governmental functions, legislative and judicial, as well as executive, is entertaining rather than dangerous. It is egotism and not despotism. How far the country at large has been impressed by his protestations of his honesty, integrity, purity, courage, and devout and hely consecration to the public service can be better told on the 7th of November than this evening. Statesmanship cannot properly be imputed to the President. You might as well ask me how he will rank as a poet, an astronomer, or a theogomist. He came to the White House without ever having made a political speech or expressed a remembered opinion upon any of the great questions that have engaged the attention of our people during the past twenty-five years. It has long been evident that the claim of his worshipers that this silence was the result of sagacious reticence is an error. It would have been better for his fame, and perhaps for his success, had his reserve remained unbroken. His manifestoes about a second term, reform in the civil service, silver coinage, pensions, our fereign policy, and the tariff have been unfortunate. But his impassive and imperturbable self-esteem does not desert him, and he is not disconcerted by exposure nor embarrassed by detection. He disagrees with diplomatists, political economists, lawyers and philosophers with complacent composure. He has the same claim to the title of statesman that a man crossing on the Desbrosses-street ferry, from Jersey City to New York, would have to be called the discoverer of the Hudson river. Concerning Lowell's comparison between Lincoln and Cleveland, I think it was a violation

of the first commandment of the Decalogue." "Canada's confidence in the power of Great Britain to avenge her wrongs and enforce her rights is supreme," I said. "What is your opinion of the capability of Great Britain to force the United States to terms."

"The umbilical cord between England and Canada was long since severed. The autonomy of the Dominion is complete. The intrusion of England in the politics of this continent is an intolerable impertinence. It is dictated by deliberate hostility to the United States. It is a studied affront which our people understand and will ultimately resent. Talk as we may about kindred blood, and the language of Milton and Shakspeare, there is not an American who does not feel instinctively that England is the only enemy we have among the nations, and sooner or later we shall be compelled by selfrespect, if not for self-preservation, to obliterate every vestige of British power from this hemisphere. There is no alternative. The guns of Halifax and Vancouver are pointed at us. The Canadian Pacific railroad, built by England's subsidies, makes our northern frontier more vulnerable than our seacoast. Great Britain, jealous of our supremacy, is inexorably opposed to our territorial expansion toward the pole and the equator. Her circumvallation is complete. Her navy stations and fortresses menace us from every point of the compass. From the close of the revolution till now her conduct toward us has been characterized by treachery, duplicity and insult, in peace, and by brutal ferocity in war. Left to the operation of social, industrial and commercial forces, Canada would irresistibly gravitate into the American Union. The ultimate coalition is inevitable. It may be violent and compulsory. If British men-of-war continue to haul down the flags of American fishermen without protest, in waters of which England has practically no more jurisdiction than the United States have in the Mersey or the Thames, the issue will pass beyond diplomacy, and our volunteers will march on Montreal and Quebec, and take possession of the Canadian Pacific and the St. Lawrence. The chief political obstacle would be found in the fact that Canada would naturally be Republican. Wheat was raised last year in the valley of Peace river, a thousand miles north of St. Paul. The great arable plains and rich intervals would attract populations like that of Dakota, incapable of adopting Democratic here-

"Suppose Canada were to answer the retaliatory measures by similar measures against us.

what would be the effect?" "In my judgement there i not even a remote possibility of the adoption of the policy of retalin, either by the United States or Canada. All know that England is the real party in interest, and not Canada. If England did not persistently interfere to exasperate, irritate, and keep alive the casual and temporary resentments between Canada and the United States the adjustment of our differences would long ago have been complete. The talk about retaliation is gasconading bluster for campaign purposes. As soon as Harrison is elected the Dem-

Dominion, the United States would hold the hot end of the poker." Then the Senator looked at his cigar. It had

gone out. He tossed it into the grate, and talked

no more about politics and statesmanship.

CULLINGS FROM THE COURTS. Additional Suits Against United States Mar-

shal Hawkins. Edward Rush, Peter Webb, John W. Richardson and Edward Payne, each began suit against United States Marshal Hawkins and his bondsmen yesterday, claiming \$5,000 damages. Webb was arrested by Deputy Edward Bennett, Richardson by Chas. Engleking, Payne by Edward Perrett and Rush by John Griffin, Worth Raymond and John Long. The complaint in each case charges that the defendant, Edward Hawkins, by his deputies unlawfully, falsely and maliciously arrested the plaintiffs. A number of other suits of the same kind will begin this

Mr. Corbaley Lost the Suit.

Andrew Oehler was inspector and Wm. H. Corbaley one of the judges in the first precinct of the Seventeenth ward at the election two years ago. On toe meeting of the canvassing board Oehler was taken sick and Corbaley served in his place. Ochler drew the compensation for the services as member of the board of canvassers and refused to pay it over to Corbaley, who had performed the duties, and claimed the compensation. He refused \$6 due him as judge and brought suit against Oehler for \$12. Judge Sullivan heard the case yesterday on appeal from 'Squire Smock's court, and held that Corbaley was not legally a member of the canvassing board and therefore not entitled to compensation for services as such.

The Charge Against Them Changed.

The charge against Wm. M. Allen and George M. Wilson, the men who were arrested for running a bogus employment agency, was changed from "conducting a confidence game" to "obtaining money under false pretenses," and their case will be heard by Mayor Denny this morning. They are the parties who secured a room and advertised for train agents for the American News Company. The parties applying were required to make a deposit of \$10, and they were getting a good start to do considerable business when arrested.

She Asks for Damages. Emma Carter has brought suit against the Citizens' Street-railroad Company. She was in one of the defendant's cars on the 25th of October when there was a collision with one of the I., D. & W. railroad cars on West Washington street, in which she claims to have been badly injured. She claims \$5,000 damages.

The Court Record. SUPREME COURT.

Hon. Wm. E. Niblack, C. J. 14265. O. & M. Railway Company vs. Matilda Hill, administratrix. Clark C. C. Reversed. Zollars, J .- The appellee sues to recover from the railway company damages for negligently causing the death of her decedent at a street crossing. The failure of appellant to sound the whistle or to ring the bell on approaching the crossing was negligence, but as the evidence shows that the injured person did not exercise the requisite caution before going upon the track, he was guilty of contributory negligence, and a recovery cannot be had. By exercising ordinary care the decedent could have avoided

13425. Chicago & Atlantic Railway Company vs. Joseph D. Barnes. Porter C. C. Affirmed. Elliott, J .- Where a railway company obtains a right of way through a farm, and in consideration of the grant agrees to erect and maintain a secure fence, it is bound to pay for animals killed by its trains in cases where the animals enter upon the track through the fault of the company in failing to fence the crossing in accordance with the terms of the contract. It is not necessary to a recovery that the plaintiff shall prove that the gait at the crossing was not left open by him, or by a wrong-doer. This is a matter of defense. The plaintiff need only prove

the contract, the breach and the resulting loss. 13331. James A. Downard vs. Henry Hadley et al. Hendricks, C. C. Affirmed. Mitchell, J.-An attorney who is employed to perfect or defend a particular title to land can neither, during the continuance of that employment nor after its termination, without disclosing the fact to and obtaining the consent of his client, avail himself of information acquired, or which it was his duty to acquire while in that relation, and purchase an outstanding title for himself and set it up in hostility to that which he was employed to perfect or defend. The obligation of fidelity which an attorney owes to his client is a continuing one, so far as respects any matter which has once been professionally committed to the attorney's confidence, and when the matter involved is the title to land, good faith and public policy require that any existing adverse title which the latter may thereafter purchase shall be deemed to inure to the benefit of the client or the client's vendee.

SUPERIOR COURT.

Room 1-Hon. N. B. Taylor, Judge. Peter M. Pursell et al, vs. Geo. H. Rehm; from Smock, J. P. Cause dismissed. Robert Law vs. Fred'k Miller, et al.; on Stoughton J. Fletcher, et al. vs. John Feller; on note. Finding for plaintiff for \$226.45. Room 2-Hon. D. W. Howe, Judge.

Mary A. Dittemore vs. John W. Dittemore; divorce. On trial by the court.

Room 3-Hon. Lewis C. Walker, Judge. Katie Steward vs. Andrew J. Steward; diorce. Dismissed Benjamin Sanders vs. Plainfield & Cartersburg Gravel-road Company; damages, Dismissed by plaintiff.

Elmore Hughes vs. Elizabeth Hughes; divorce. Refused. Ida Alexander vs. Alfred M. Alexander; divorce. Decree granted plaintiff. New Suits Filed.

Peter Webb vs. Edward Hawkins et al.; complaint for damages. Demand, \$5,000. John W. Richardson ys. Edward Hawkins; complaint for damages. Demand, \$5,000. Joseph Payne vs. Edward Hawkins; complaint for damages. Demand, \$5,000. Emma Carter vs. Citizens' Street-railroad Company: complaint for damages. Demand.

W. B. Michael et al. vs. Thomas D. Scott: complaint on notes. Demand, \$300. Daniel C. Lefeber vs. Sarah E. Young et al. suit to foreclose mechanic's lien. Demand, \$50 Ira Rush vs. Edward Hawkins et al.; complaint for damages. Demand, \$5,000. Highland Wilson vs. Mary E. Habing et al. complaint to foreclose mechanic's lien. De-

Elizabeth Schmidt vs. the German Mutual Insurance Company of Indiana; complaint for damages. Demand, \$500. Charles H. Hoffman vs. Horace B. Makepeace et al.; suit on account. Demand, \$169.

CRIMINAL COURT. Hon. William Irvin, Judge.

State vs. Harvey Lock; robbery. Trial ty court. Acquitted.

The Egotist's Wonderful Influence. Two strangers were riding on the street-car last night. One held a copy of the Evening Egotist in his hand, and after perusing it awhile,

said to his companion: "This is a great newspaper."

"How's that!" "It's political influence is truly wonderful to contemplate. I see by its editorial columns that Gen. Harrison would have been defeated if it had not come boldly to his rescue. Several other candidates advocated by it were also

"What are its politics?" "Why, I hadn't thought of that before. Let's

see if we can't find out." The two gentlemen were unable to solve the problem by an examination of the Egotist's columps, and the other occupants of the car, a Republican, a Democrat and a Prohibitionist, when appealed to, confessed ignorance, but suggested an examination of its files in the Public Library. This was done, but the result was not satisfactory. They found it one day advocating the election of a high-tariff President and the defeat of a high-tariff Congressman, and the next day explaining its inconsistencies. They also found that a number of candidates which it was specially solicitous shout being elected were defeated by good-sized majorities, indicating that its wonderial influence was simply the result of a hit and miss policy peculiar to "independent"

Two Serious Accidents.

Patrick J. Dempsy, living at No. 264 East Washington street, while swinging a piece of barbed wire, was hit in the eye by one of the barbs, and the physicians think he will partially lose his sight. John Shearer, living at No. 91 High street, who was just recovering from a severe illness, went out for a walk last evening, and while passing the court-house climbed upon the stone fence to rest. While sitting there he fainted and fell to the pavement. His face and cerate will roar as gently as sucking doves. The bead were badly bruised, and there is a possi-quarrel is with England, and not with Canada, bility of the injury being fatal. He was re-and in the application of the lex talionis to the moved to his home in Kregelo's ambulance.

AFFAIRS OF THE RAILWAYS.

Cutting West-Bound Rates. NEW YORK, Nov. 12 .- The New York Central has cut west-bound rates to Chicago 25 cents per 100 pounds for the first three classes, and other classes proportionately. The cut is made on account of the inroads made by the Pennsylvania road. All the lines are taking business now at the cut rates. The Erie insists on its differential rate, and to-day has put in force rates from New York to Chicago, ranging from 45 cents to 19 cents, or from 5 cents to 1 cent per 100 pounds below the rates by the New York Central. Advices from Philadelphia state that the Pennsylvania road has met the cuts and issued a reduced schedule.

PHILADELPHIA, Nov. 12.—The Philadelphia Inquirer to-morrow will print the following interview with President Roberts, of the Pennsylvania railroad, relative to the reported cut in west-bound freight rates by the New York Centran: "The reduction is of great surprise to me," said Mr. Roberts; "I know of no reason why rates should be reduced, and the first intimation I had of the New York Central's action was on reading an evening paper. reduction is to be made, and from the fact we had no previous notice in the case, I am inclined to think that it must be because of some trouble among the northern lines, the Erie, the Lackawanna or some others; perhaps it is because the New York Central has discovered the published rates are not lived up to and has reduced its own to the secret rates, but I am as ignorant of the real facts as you are." "Have west-bound rates been maintained?"

was asked. "Very well, I believe; we have heard no complaints, and we would have heard some had there been any serious demoralization. The Pennsylvania has maintained rates strictly. There has been no shrinkage in the volume of traffic, and I am entirely unable to account for the reduction. No one in the Pennsylvania office knew it was made or knew of any reasons why it should be."

"What is the present policy of the Pennsylvania Railroad in regard to trunk-line affairs? "Our policy simply is to meet secret rates with public ones. That is, if we hear of a competitor making a rate secretly that is below the published tariff, the Pennsylvania railroad will make the same rate public. Last week, for example, the rate on grain from Chicago to New York was reduced from 25 cents to 20 cents because we found that some roads were doing business at the lower figure, and I am not entirely clear in my own mind that all of the companies have charged as much as 20 cents. We have no agreement with anybody, | lican column, and has saved the day, which in else will; but when it is found that rates are being cut, the Pennsylvania Company will reduce its rates, too. "

Personal, Local and State Notes. C. A. Luce, who represents the Lackawanna line in this and several of the adjoining States.

is in the city. The managers of the lines west of Chicago meet to-morrow to make an attempt to form a new passenger agents' association.

Gaylord Beach, general manager of the Beeline, is to be in the city to-day, to consider some proposed improvements at this point. R. Peckham, car accountant of the Chesa-

peake & Ohio road, will also hold the same posi tion on the Richmond & Allegheny road. The Pennsylvania Railroad Company has decided to expend \$1,000,000 next year in completing the elevated road into Jersey City, on which work was begun last year.

It is stated that with the retirement of J. H. Sessions from the position of assistant general freight agent of the Ohio, Indiana & Western road the position has been abolished. Col. Joseph Hill, general superintendent of

the Vandalia, and E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg and of the Vandalia, will be in the city to-The Terre Haute car-works are turning out a

lot of the Street patent stock-cars, and besides are building one hundred coal cars, 60,000 pounds capacity, for the Cincinnati, Sandusky & Cleve-The Obio, Indiana & Western will soon be in

the market for 1,500 tons of steel rails, and when this is in the track the entire distance from Peoria to Springfield, O., will be laid with Oscar Murray is to be general traffic manager

of the Chesapeake & Ohio, and of the Cincinnati, Indianapolis, St. Louis & Chicago roads, both the freight and passenger departments being subject to his orders. As predicted by the passenger men, travel is improving handsomely, now that the election is

over. For some weeks past, says one of their number, the passenger business has been distressingly spasmodical in its character. All the shops of the Vandalia are working ten hours daily, it being the first time that such has been the case in November for several years past. The demand for cars is so great that every available car is being fitted up for

service.

Among the railroad fraternity the refusal of the Brotherhood of Brakemen to consider the federation scheme at its convention held recently in Columbus, O., is looked upon as putting a quietus on the movement for the present, Wm. Dowd, president; John B. Carson, vice-

president and general manager, and the other general officers of the Louisville, New Albany & Chicago road, are to be in the city to-morrow to settle the question regarding independent termipal facilities at Indianapolis. John Doyle, the engineer killed in the acci-

dent on the Baltimore & Ohio road last week, was formerly of the Cincinnati, Indianapolis, St. Louis & Chicago road. His relatives reside in Greensburg, Ind., where his remains were brought yesterday for burial.

Indications are that through the Cleveland & Southwestern and its traffic arrangements with the Wheeling & Lake Erie another important line into Cleveland, O., is to be formed, making a strong competitor of existing southern and western lines out of that city.

The Pennsylvania Company has placed on sale 1,000-mile tickets at \$20, good over only the Chicago, St. Louis & Pittsburg and the Jeffersonville, Madison & Indianapolis roads. This is done to meet the competition which the Kankakee and the Monon lines are giving them on business between Chicago and Indianapolis, and Cincinnati and Louisville.

The Cincinnati, Wabash & Michigan makes a very handsome showing of passenger earnings for the first pine months of 1888, being \$15,762 29 ahead of those of the corresponding period in 1887. The official statement shows that 46 3-10 of the gross earnings of the read for that period were made by the passenger department. Of this increase \$4,326.15 was made in September.

The Merchants' Dispatch announced a cut in west-bound rates yesterday morning, and the indications are that all the lines will do the same to-day. The reduction makes the rate from New York to Indianapolis on first-class freight 47 cents per hundred pounds; secondclass, 37 cents; third-class, 33 cents; fourth-class, 28 cents; fifth-class, 20 cents, and sixth-class, 19

T. M. Bates, superintendent of transportation of the Chicago & Alton road, is in the city. He says that the fast trains between Chicago and Kansas City will likely be put on again, over their line at least, so great is the demand for such service. Before these trains were taken off they afforded very valuable connections for the Lake Erie & Western and the Ohio, Indiana

The Louisville, New Albany & Chicago road will parallel the track of the Lake Erie & Western until they reach the Belt road, the Belt road crossing the latter to make the connection. This will prevent any clashing between the L., N. A. & C. and the L., E. & W. regarding a crossing of the latter's tracks, and make much less trouble for both roads, as the trains of both must stop before crossing the Belt tracks, one stop answering for both roads.

Western roads are complaining bitterly of the treatment they are receiving from the trunk lines in the way of returning cars. More especially are the Lackawanna, the Erie and the Lehigh Valley roads acting dishonorably in the matter, using thousands of Western cars in their local business between Buffalo and the seaboard. It seems impossible to get a carreturned west unless it can be loaded at the seaboard, consequently not one of the Indiana or Illipois roads has one-fourth of the cars they need to fill their orders.

There seems to be but little question as to the building of the Vincennes & New Albany road, an enterprise which has been agitated for some years. Matters have taken such a shape that it is believed that within the next twelve months trains will be running over the line. The officers, Edward Watson, president; N. F. Dalton, secretary, and E. Worlmain, treasurer, all reside at Vincennes, and have fully determined to push the work to completion. They are said to have ample backing. The surveys have been completed, and \$230,000 and over half the right of way has already been donated. The contract for building the road has been let to S. R. Bullock & Co., of New York, and they will begin the construction as soon as possible, intending to have it done by summer at the latest. The road is to run from Vincennes, Ind., in as straight a line as possible to New Albany, and thence by the Kentucky and Indiana bridge to

Louisville. It is believed that, as a result of the conference of Presidents McKeen, of the Vandalia:

the Bee-line, and Receiver McNulta, of the Wabash, these roads, all of which cross Indiana, are to make some money out of their passenger business. The agreement signed last week at the Cleveland meeting was of an iron-clad character. Under it, through, intermediate and excursion rates are to be maintained, and the suicidal rate wars, such as have been carried on for the last three months, are not to cour again. The old question of differentials is settled by the presidents agreeing to the following rates out of St. Louis to New York, where most of the trouble has arisen: Vandalia, \$23.50; Bee-line, \$22.50; Wabash, \$21.50, and the Ohio & Mississippi, \$20.50. This is an advance all round of fifty cents, but does not change existing differentials. Exhibits of business are to be made every three months, to enable the presidents to decide as to the fairness of the arrangement.

Candidates from Doubtful States.

Milwaukee Evening Wisconsin. It searcely accords with one's idea of the fitness of things that candidates for presidential and vice-presidential nomination should invariably be sought in doubtful States; and that the commonwealtus which in their vast and sure majorities are citadels of their party strength, should be always ignored when high honors are to be paid.

It seems unfair that Pennsylvania, for example, should pay penalty instead of securing reward, for ner splendid and reliable Republican majority of seventy odd thousand; but it is one of the unavoidable requirements of a national sampaign, never before more clearly shown than in the great conflict just ended. Before the Chicago convention in June, it was tacitly understood as one of the necessities of the situation that its nominees must come from the doubtful States; and though nominations from other States (Wisconsin included) were made, they were as good as defeated before the nominating speeches had been delivered.

Indiana and New York were, by common consent, agreed upon as the two among the four doubtful States most likely to be won by Republican votes. Of course the incident of place of residence alone could not have recommended any man for nomination before that great convention; but "other things being equal," the qualification of residence in a doubtful State was deemed very essential; and Harrison and Morton were chosen because they had the advantage of being as good as the best men proposed, plus the advantage of living in doubtful Indiana and New York.

And the wisdom of having chosen these two and the folly of selection from any sure Republican States is now, by the results of the election, demonstrated. The electoral vote of Indiana and New York is transferred to the Repubhad these two States been ignored in the nom-

Man Whipped for Voting for Harrison.

The Democrats certainly have rule in Elberton, a small town in northeast Georgia. In this town only one vote was cast for Harrison, and that was by a young man hitherto recognized as a stanch Democrat by the name of Patrick Henry. So great was the odium in which he was held by his fellow-townsmen that he was publicly cowhided. This seemed to establish a precedent for intended Harrison voters, and during the entire day not a Harrison man had the termerity to cast a ballot, although it is said that at least 100 Republicans vote at that pre-

W. F. Bowers, the Republican elector for the district in which Elberton is situated, was treated to a view of his grave on last Tuesday morning. On Monday night the Democrats of Elberton, having come to the conclusion that Cleveland would be sure to be elected, and feeling that in such event the Republicans would have no need for Mr. Bowers's vote, proceeded to chisel a niche for him in Elberton clay in the edge of the township. Mr. Bowers is a man of considerable popularity, notwithstanding his politics. He says he guesses they will put over the grave "funeral postponed."

Pious People Pleased.

Washington Special. Religious people here are expressing their gratification that at last we are to have a President who is personally a communicant, not merely traveling heavenward by clinging to the skirts of his wife. Except Gen. Garfield, there has not been a professing Christian in the Presidential chair for very many years, and it is said that he was, as he grew older, latitudinarian in faith. That there have been conscientious and God-fearing men there-perhaps in unbroken succession—is not to be ungraciously or uncharitably questioned, but the country had decidedly a new sensation in learning that Gen. Harrison, about to become President-elect passed the contribution-box in church last Sunday. A President that has attained to that state of grace is an anomaly. He and Mrs. Harrison had a pew in the Church of the Covenant, on Connecticut avenue, when he was in the Senate. This is a wealthy and energetic offshoot from the New York-avenue Presbyterian Church, where Abraham Lincoln, and later, William A. Wheeler, worshiped.

Politics at the Capital.

Washington Special. Gen. Garfield once said to me: "Oculists tell us there is a blind point in the very center of the pupil of the eye. I often think of Washington as that one blind point in a national campaign." This is ingeniously true up to the very moment of the announcement of the result, and it is even truer now than when he said it, by reason of the more or less successful attempts to disconnect government clerks from a potent connection with campaigning. There is nothing more colorless or innocuous than the mind of the average employe of the government, up to the settlement of the question who is the winning man; all he knows and thinks about it is that he hopes to "Live and die vicar of Bray." But when the victor is once announced, lo! the zealous partisans that spring up from these quiet, methodical desks. The whole city quivers with an air of intense vitality, for the high honors won are to be worn-to flourish and

A Coincidental Emblem and Relic.

Some days ago the League was presented a flag with an interesting history. Nearly a halfcentury ago, when Gen. William Henry Harrison was the candidate of the Whig party for the presidency, the party's emblem was the stars and stripes, in the center of which Gen. Harrison's portrait was limned. This year, when the old General's grandson was the candidate. the prevailing Republican emblem has been the stars and stripes, as forty-eight years ago. The League's present was one of those old emblems, about two feet square, tattered and worn, but still bearing Gen. William Henry Harrison's portrait, and the old banner now adorns the League parlors, the emblem of a second victory. The emblem was presented by a granddaughter of William Gideon, Gen. William Henry Harrison's most intimate friend. It was accompanied by a note, dated a week or so before election day, in which she expressed her hopes that the banner might pressage a second victory as memorable as the first.

Mrs. Cleveland Snubbed.

Washington Star. One day during the past week Miss West, daughter of the late English minister, was in a store on the avenue, and with her was a wellknown member of the Italian legation. While they were taking over a purchase Mrs. Cleveland's carriage drove up to the curb and she came in. She spoke to the gentleman and for a moment talked with him, and then stepped toward Miss West and extended her hand in greeting. But the young lady would none of it. She had not quite forgotten how Mrs. Cleveland's husband had snubbed her fatner, and with a baughty grace she folded her hands in front of her, and turned her back on the President's wife. It was embarrassing, very embarrassing, not only to the two parties at interest, but also to the gentleman, and Mrs. Cleveland refleved it by transacting her business and going without the usual parting salutations. Women will be women, and some more than others.

Senator Palmer's Washington Mansion. Washington Correspondence of St. Louis Republic. Senator Palmer has one of the most elegantly constructed and furnished houses in Washington. Indeed, many persons consider it the finest of all private residences here. It cost \$125,000 to build it, and there is no telling how much the Senator spent in furnishing his mansion in McPherson square. It is said to be the only family residence in the city which has an elevator. Mr. Palmer is not a candidate for reelection, and it is not yet known whether he will retain his home here for winter use or sell it. If he sells out he will have to do so at a considerable sacrifice, as few people can afford to maintain such a place as that.

Didn't Like It.

A fourth-class postmaster in Pennsylvania yesterday, stating that he hated the idea of retiring from the public service on the 4th of March. He also stated that he had just expended \$22 in fixing up his office and making things comfortable, in anticipation of serving four years more.

No, Not an Inch.

New York Press. The Tribune agrees with the Press on the high-license tsaue, that "the Republican party Barnard, of the Ohio & Mississippi; Layng, of | should not retreat an inch on the road it has

traveled." Those are the Tribune's words, and the Press yesterday said: "Don't yield an This is more than a coincidence. It is the earnest and unhesitating expression of the sentiment of the Republican party, and when this party goes to work to put a reform on the

THE WONDERFUL CARLSBAD SPRINGS.

statute books it always gets there sooner or

An Eminent Physician Reads a Paper of Great Interest Before the Interna-

tional Medical Congress.

At the Ninth International Medical Congress, Dr. A. L. A. Toboldt, of the University of Pennsylvania, read a paper stating that out of thirty cases treat ed with Carlsbad Water and the Powder Carlsbad Sprudel Salt for chronic constipation, hypochondria, disease of the liver and kidneys, jaundice, adiposis, diabetes, dropsy from valvular heart disease, dyspepsia, catarrhal inflammation of the stomach, ulcer of the stomach or spleen, children with marasmus, gout, rheumatism of the joints, gravel, etc., twenty-six were entirely cured, three much improved, and one not treated long enough. Average time of treatment, four weeks. The Doctor claims, in conclusion of his paper, that the Carlsbad Mineral Water, as exported by the city of Carlsbad, being the natural product, is much to be preferred, where the quantity of water is no objection, particularly in diseases of the stomach. Whenever the quantity of water cannot be taken the Powder Carlsbad Sprudel Salt (genuine imported) will answer equally as well. He states that the effect of the Water and Powder Sprudel Salt is to be relied upon, independently of any adjuncts of treatment, such as diet and exercise, etc. "My experience with the genuine imported Carlsbad Salt in powder form has been such that I may truly say that no remedy which I have employed, has given me as much pleasure and profit as this particular one." The dose of Salt is a teaspoonful three times a day dissolved in water. The GENUINE article is bottled under the supervision of the city of Carlsbad, and has the seal of the city, and the signature of Eisner & Mendelson Co. on the neck of every bottle. All others are worthless imitations. The genuine is never sold in bulk. Dr. Tobeldt's paper and table of cases mailed to any address upon application to the agents of the Carlsbad Spring, Eisner & Mendelson Company, 6 Barclay Street, New York. For sale by all druggists.

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